

Today's Advertisements.

GOVERNMENT NOTIFICATION. No. 55.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 21st day of February, 1898, at 3 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 5th February, 1898. [253]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 21st day of February, 1898, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

Locality.	Boundary Measurements.	Area in Acres.	Area in Square Feet.	Annual Rent.	Upset Price.
1. Maudslayi (between Kowloon and Kowloon).	100 ft. by 100 ft.	1.00	107,639	100	2,715

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND SHANGHAI.

THE Company's Steamship

"HOIHOW,"

Captain Smale, will be despatched as above on WEDNESDAY, the 16th instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th February, 1898. [253]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Chartered Steamship

"NANYANG,"

Captain Lehmann, will be despatched for the above Ports on WEDNESDAY, the 16th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 14th February, 1898. [250]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG,"

Captain J. Kynoch, will be despatched as above on WEDNESDAY, the 16th instant, at Noon.

This Steamship has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 14th February, 1898. [249]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Bahrst, will be despatched for the above Ports on WEDNESDAY, the 16th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 14th February, 1898. [251]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANTUNG,"

Captain Frampton, will be despatched as above on THURSDAY, the 17th instant, at 9 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th February, 1898. [254]

FOR NEW YORK, VIA SUZ CANAL.

THE Steamship

"LYDERHORN,"

Captain Hammerus will be despatched as above on or about the 25th instant.

To be followed by the S.S. "ORWELL" on or about the 28th February.

For Freight, &c., apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 14th February, 1898. [113]

OCCIDENTAL AND ORIENTAL STEAM- SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "BELGIC,"

are hereby notified that their Goods are being landed and stored at their risks in the Company's Godowns at Wharfedale, from whence delivery may be obtained on counter-signature of Bills of Lading.

Goods remaining undischarged after the 20th February will be subject to rent.

No Fire Insurance will be effected.

J. S. VAN BUREN,
Agent.

Hongkong, 14th February, 1898. [1-2]

CAROLINEUM-AVENARIUS USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Distemper.

Sole Agents for China, LUTGENS, KIRSTMANN & Co., Hongkong, 11th September, 1896. [19]

Intimations. DAKIN, CRICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, RESTAURANTS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 11th March, 1897. [30]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICES LISTED, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac; the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY

Hongkong, 8th December, 1897. [7]

DEATH.

On 30th January, 1898, at Taling, the wife of W. H. WILKINSON Esq., of Taling, Perak. Deeply regretted.

The Hongkong Telegraph

HONGKONG, MONDAY, FEBRUARY 14, 1898.

REUTER'S MESSAGES.

MORE BRITISH SHIPS COMING EAST.

LONDON, February 11th.

H. M. S. *Victorious* (1st class battle ship, 14,900 tons) and H. M. S. *Gibraltar* (1st class cruiser, 7,700 tons) will re-inforce the China Squadron.

GREAT BRITAIN AND AFRICA.

A treaty with King Menelik which has been published, gives the most favoured nation treatment to Great Britain.

LOCAL AND GENERAL.

THE buying rate for sovereigns is \$10.61 per £.

It seems that the *Cotton* went to Peking to fetch collars to re-colour the *Deutschland*—the latter being Prince Henry's flagship.

THE returns of the number of visitors to the City Hall Museum for the week ended Feb 13th are—Europeans, 213; Chinese, 3,425; total 3,639.

FOR neglecting to obtain permission to leave his anchorage at Shauki-war, a junk master was to-day fined \$5, with the alternative of fourteen days in goal.

THE Post and Money Order Offices will be closed at noon on Tuesday, Wednesday and Thursday, the 15th, 16th and 17th inst. The Night Box will be left open.

ACHINESE scavenger's jacket does not strike most people as being a very desirable "steal," but a coolie who annexed such a garment, value 70 cents, was to-day "put in," as the police say, for 14 days.

FOR stealing a ride in the mail steamer *Belgic*, an Eastern individual named Thomas Ellis, and a Celestial called Chan Fat were to-day relegated for fourteen days to a place where Neptune's toll is not likely to exempt them any trouble.

THE Navy people are evidently frightened that some of the Chinese are on for stealing the *Phoenix*'s anchors—probably with a view to selling them in East St. A sampson skipper was to-day fined \$5 for unlawfully dragging within 100 yards of the big cruiser.

ACCORDING to a telegram from London dated January 8th, in the American papers, "important evidence in favour of Mrs. Edith May Carew, who poisoned her husband in Japan, has been discovered, and an apparently signed petition to the Queen asking for her retrial in England is preparing."

THE following new regulation for the Police Force has been made:—No subordinate officer or constable shall, without the permission of the Captain Superintendent of Police, lend money at interest or in consideration of the repayment or promise of repayment of a larger sum, or on any other valuable consideration whatsoever.

KNOTSFORD Terrace seems to be a perfect happy hunting ground for the peccolite Celestial. Several times houses in the terrace have been burgled and yesterday a daylight robber got in some fine work at about 9.30 a.m. The scene of operations was No. 6, and the householder is now bewailing the loss of some nineteen articles of silverware. It should be that "nobody was up" at the time, what a luxury is pointed for those who indulge in the "moral of a Sunday's" "Hein!"

AT about 5.30 p.m. a push fire broke out between Wong-nel-chong Gap and Deepwater Bay, Sergeant Langley, No. 2, and P.C. Gordon were soon on the scene with the Police contingent and appliances, and a little later on they were joined by Sergeant McNabb and his men from Aberdeen. The officers had a hard fight and one that was not free from danger too, owing to the rough and broken ground. A stretch of about two miles was covered by the flames and the firemen had got the outbreak under by 8.30 p.m.

THERE are many versatile gentlemen in the mercantile marine, but the Foochow people swear that there's none to compare with Mr. Reed, third engineer of the *Thales*, the popular Douglas liner. At a concert given there on the 20th ult., Mr. Reed contributed a number of comic songs that fitted his thoughtful cast of feature wonderfully, and then he played the piano and banjo and also some high class pieces on the fiddle. Such an artist is a whole host in himself and is especially welcome in a quiet outpost like Foochow.

THE many friends of Inspector Mann will regret to learn that his wife died early this morning while being conveyed to the hospital from her residence, No. 2 Station. Mrs. Mann had been ill for some time past and her death is mainly due to Bright's Disease. Mrs. Mann's bright and cheerful good nature, and her fine social qualities endeared her to all, and her death will come as a shock to very many friends. The deepest sympathy is expressed with Mr. Mann in his sad bereavement. The funeral took place at 4.30 p.m. to-day and there was a large attendance at the grave. The coffin was covered with beautiful wreaths and crosses from members of the Police force and other friends.

SAM SELLARS, of the "Lance," and Fred. Ball, a Marine of H.M.S. *Edgar*, got under the weather on Saturday night and behaved outrageously. The former was grossly indecent in the bar of the Man at the Wheel, Queen's Road West, and to-day he was fined \$35, in default to go to goal for six weeks. Mr. Ball made his debut at the Praya East Hotel and something having angered him, he struck a young lady named Margaret Nicoll, a couple of heavy blows about the head and ear with his fist. The prosecutrix sets as Hebe at the hotel and to day Mr. Woodhouse, after hearing her tale of woe, ordered the rascally amphibian to pay a fine of \$10 or lose the chance for a beer for three weeks.

ON Saturday afternoon the Hongkong Volunteers marched to the Polo Ground and went through some useful drill. Major Sir John Carleton, Commandant, was on the ground in uniform at 5 o'clock and he marched back to headquarters with the Corps. The Field Battery men held a meeting in the Institute at the close of the parade and it was practically unanimously resolved to recommend that in future periodical examinations be held for promotions to all non-commissioned ranks, and that the Commandant be asked to make selections for such promotions from those men who were thoroughly qualified after examination. At present a vacancy in the bombardier rank is filled by election amongst the men, and in the ordinary course of events the bombardier is promoted by seniority to corporal and then to sergeant although he might have put in only the minimum number of drills and be quite incompetent in his duties.

MATTERS in Canton would appear to be going from bad to worse so far as acts of lawlessness and crime are concerned. The latest outbreak, which took place on the 11th, was one of extraordinary audacity. A son of Mr. Li Sing, a Hongkong merchant, was celebrating his wedding in the welfare ward and there were about 600 guests including 200 mandarins. The festivities lasted four days and as a precaution eighteen braves armed with carbines and revolvers were stationed at the entrance to the mansion where the festivities were held, while a police station is situated not fifty yards away. In spite of these precautions, there was an armed attack in the immediate neighbourhood and only ten houses away. Three robbers entered a family house, gagged the inmates, and took away \$3,000 worth of money, jewellery, and clothing. The inmates were powerless to give an alarm and when the robbers had got all they could carry away they decamped by the back entrance. When the marriage guests heard of the robbery they did all they could to capture the thieves by directing the pursuit, but unfortunately no arrests were made. On the morning of the 12th last a mandarin was stopped at a public place and a search of his person revealed a paper, was presented at his head. The mandarin thought the search bottle was a revolver, and so he submitted to being stripped of his money and also his official robes.

TRAINING NOTES.

The galloping yesterday (Sunday) morning, did not commence until after 8 o'clock, and the enclosure was thronged with a large concourse of sporting enthusiasts, who anxiously watched the performances of the several cracks in their last spurs previous to the races. Several ladies also graced the proceedings with their presence. The first point to have a spin were Mr. David's Derby griffins, Stateman, Rubie and Banerman. They went together for the mile and half, and a very interesting race took place. Banerman (Sampson) eventually winning by a length from Stateman, Rubie being ten or twelve lengths in the rear. The quarters were 35, 1.07, 1.41, 2.15, 3.51 3.27. Tyne (late Langley), with Mr. Cox of Shanghai in the saddle, went a mile in the very first time of 2.13. The last quarter was covered in 31 sec. and the pony finished very strong.

Mr. Hart Buck galloped his Derby crack Oliver for the half Derby distance, but only clocked him at the mile and quarter post, which distance he accomplished in the splendid time of 2.47. I was told the time for the mile and a half was 3.26, which would make the first quarter 39 seconds. The other quarters were 34, 1.07, 1.41, 2.15 and 1.47. I believe he had full weight up and was galloping without shoes. It is interesting to compare this gallop with that of Yensel who galloped later on, there being only half a second difference in favor of the pony, who however galloped with shoes on. His full time was 3.10, 1.03, 1.43, 2.46. He was joined at the quarter mile post by Orinoco who brought him home in 2.58 style, the Derby favourite galloping very freely and doing the last quarter in 31 seconds. The best part of the morning was accomplished by Rookwood with Mr. Burkill in the saddle, who covered the mile and a quarter in 2.45 or one second quicker than Yensel. His quarter times were 35, 1.07, 1.42, 2.14 2.45.

Orwell galloped a mile in 35, 1.07, 1.42, 2.15, his last quarter being covered in 31 sec. and he went the Valley Stakes distance in 3.21, 1.05, 1.39.

This (Monday) morning only quarter mile and half mile sprints were attempted but nothing sensational was accomplished. According to my usual custom I now give my prognostications and anticipations of to-morrow's races, but must first premise that this year's races are exceptionally open, all the ponies being in splendid condition and an upset may be expected at any moment.

The probable starters in the Wong-nel-chong Stakes will be—
Mr. Boyd's Viceroy, Mr. Burkill up
Mr. Buxey's Red Rose, Mr. Willemsen
Mr. Dryad's Provost Marshall, Mr. Marshall
Mr. Hopeful's Orinoco, Mr. Cox (Shanghai)
Lieut. Col. The O'Gorman's Morris, O'Gorman
Mr. John Peel's Silver Bell, Mr. Master
Mr. G. H. Pott's Tocsin, Capt. Burney
I think the result of this race will be—
Viceroy 1
Silver Bell 2
Orinoco 3

The probable starters in the Victoria Stakes will be—
Mr. Boyd's Donblane, Mr. Burkill up
Mr. Buxey's White Rose, Mr. Willemsen
Mr. David's Aspirant, Mr. Sampson
Mr. Dennis's Golden Star, Mr. Cox (P. & O.)
Mr. Dryad's Bickeligh, Mr. Marshall
Mr. Hopeful's Tyne, Mr. Cox (Shanghai)
Messrs. McKie and Gore's Reliance, Mr. Crawford

Mr. John Peel's Kenneth, Mr. Master
Mr. Tin Wo's Dogon-wai, Mr. Crickshank
I anticipate the result will be—
Kenneth 1
Tyne 2
Donblane 3

For the Maiden Stakes I expect to see the following ponies face the starter:—
Mr. Beermann's Lohengrin, Mr. Burkill up
Mr. Bobjack's Display, Mr. Cox (P. & O.)
Mr. Buxey's Tube Rose or Moss Rose, Mr. Willemsen

Mr. David's Rubie, Mr. Sampson
Mr. David's U. S. Danter, Mr. Crawford
Mr. Derick-Hunter's Fortunatus, Mr. Crawford
Mr. Dryad's Outpost, Mr. Marshall
Mr. John Peel's Digby Grand, Mr. Master
Mr. W. York's Buckingham, Capt. Burney
and with the following result—
Outpost 1
Rubie 2
Lohengrin 3

but if a rider can be secured for Undamned he will run into a place.

The Valley Stakes will bring out a large field; the probable starters will be—
Mr. Bobjack's Chaffinch, Mr. Cox (P. & O.)
Mr. Buxey's Silver Link, Mr. Willemsen
Mr. David's Springfield, Mr. Sampson
Mr. Derick-Hunter's Shelland, Mr. Crickshank
Mr. Dunn's Abdiel, O'Gorman
Mr. George's Mollato, O'Gorman
Mr. Hart Buck's Goldaby, O'Gorman
Mr. Jay's Man sabbie, O'Gorman
Mr. Leon's Glance, Baron de Gunzburg
Messrs. McKie and Gore's Beechwood, Mr. Crawford

Mr. McKie's Hector, Capt. Loveland
The Neighbour's Landvacht, Mr. Burkill
Mr. John Peel's Deceiver, Mr. Master
Mr. G. H. Pott's Whitelind, Mr. Cox (Shanghai)
Mr. Wayfong's Rupee, O'Gorman
With such a large field it is very difficult to place them, but I think the following will not be far out—
Deceiver 1
Beechwood 2
Landvacht 3

The reasons in the Foochow Cup will most likely be—
Mr. Bobjack's Surry, Mr. Cox (P. & O.)
Mr. Buxey's Surry, Mr. Willemsen
Mr. David's Feernan, Mr. Sampson
Mr. Derick-Hunter's Blue Fire, Mr. Crawford
Mr. Dryad's Slabid, Mr. Marshall
Mr. Linton's Slander, O'Gorman
Mr. John Peel's Plopplepp, Mr. Master
Mr. Tin Wo's Dragon-wai, Mr. Crickshank
and I think they will finish—
Slabid 1
Beechwood 2
Dragon-wai 3

The Hongkong Derby will most likely bring out the following field—
Mr. Bobjack's Collette, Mr. Cox (P. & O.)
Mr. Buxey's Rookwood, Mr. Marshall
Mr. Buxey's Tea Rose, Mr. Willemsen
Mr. Carruthers' Honest Indian, Mr. Crickshank
Mr. David's Stateman, Captain Loveland
Mr. David's Banerman, Mr. Sampson
Mr. Dennis's U. S. Danter, Mr. Crawford
Mr. Hart Buck's Oliver, O'Gorman
Mr. Hopeful's Yensel, Mr. Cox (Shanghai)
Mr. J. M. De Plopper, Mr. Burkill
Mr. John Peel's Queensberry, Mr. Master
with this result—
Yensel 1
Plover 2
Oliver 3

The following ponies with probably start in the Lanik Cup will be—
Mr. Buxey's Surry, Mr. Willemsen
Mr. David's Aspirant, Mr. Sampson
Mr. Dryad's Bickeligh, Mr. Marshall
Mr. Hopeful's Orinoco, Mr. Cox (Shanghai)
Messrs. McKie and Gore's Reliance, Mr. Crawford
Mr. John Peel's Red Fly, Mr. Master
Mr. Tin Wo's Jewellie, Mr. Crickshank

and I think this race will certainly be won by—
Orinoco 1
with Redfly 2
and Donblane 3

The Commodore's Cup depends so much upon the running in the Valley Stakes, that I cannot give a list of the probable starters, but I expect the finish will be between Beechtree, Landvacht and Game Cock in the order named.

In the Hongkong Club Cup we will probably see the following ponies comprise the field—
Mr. Buxey's Black Eagle, Mr. Willemsen
Mr. David's Golden Star, Mr. Cox (P. & O.)
Messrs. McKie and Gore's Glenmore, Mr. Crawford
Mr. John Peel's Muhl, Mr. Master
Mr. Tin Wo's Dogon-wai, Mr. Crickshank
This ought to be a very close race, with the following finish—
Multi 1
Golden Star 2
Glenmore 3

It is impossible to predict anything for the Encouragement Stakes, as it depends entirely upon the result of the Valley Stakes and Commodore's Cup, but as a long shot, I will name Sprightly to win.

Hongkong, 14th February, 1898.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship the Chief Justice Sir J. W. Carrington, Kt. C.D.G.)

February 14th.

GORHAM V. BENJAMIN, KELLY & FORTS. In this case the plaintiff, Charles Leary Gorham, is an assistant in the Office of the Pacific Mail Steamship Company, and the defendants, S. S. Benjamen, E. S. Kelly, and G. H. Potts, are shareholders carrying on business in partnership in Hongkong. The plaintiff claims (1) that an account may be taken of all sales and purchases of shares by the defendants for the plaintiff's share, and of all monies received and paid by the defendants for or on account of the plaintiff from the 1st April, 1896, to 15th March, 1897, and (2) that the defendants may be ordered to pay to the plaintiff such amounts, if any, as upon the taking of such account shall be found to be due from the defendants to the plaintiff with interest on the several amounts from the dates when the same became respectively due and payable.

Mr. J. J. Francis Q.C., and Mr. M. W. Slade (instructed by Messrs. Wilkinson and Glid) appeared for the plaintiff and Mr. W. V. Drummond and Mr. R. E. Pollock (instructed by Messrs. Johnson, Stokes and Master) appeared for the defendants.

The special jurors were—Messrs. N. A. Siebs, H. H. Kitchin, J. Andrew, G. C. Anderson, J. Turnbull, H. N. Mody, and W. Foss.

ADJUDICATION.

On His Lordship taking his seat, Mr. Siebs asked: Will your Lordship adjourn at quarter to twelve?

His Lordship: Quarter to twelve to-day?

Mr. Siebs: Yes, from a quarter to twelve till two we have a heard meeting to attend.

His Lordship: adjourned.

THE ORDER OF CONDUCT IN COURT. His Lordship: On Saturday, while Mr. Francis was cross-examining Mr. Kelly, I heard an exclamation in Court but I did not catch it. I did not know it was something to do with the proceedings in this case. Since then I learned that it had. Such conduct is very improper and any person who does this again will receive severe punishment.

Witness: I remember the letter of 17th March. I went to see him then. I said to him "If you don't want to see him, I will wait for six months until he steals your chain and then prosecute him?" I then told him he could come or bring some of his friends with him to examine the accounts. He said "No, I wrote this letter, you must answer it."

In answer to a question by His Lordship, witness said: I can't recollect him saying any such thing as "open the box and see what else he has stolen."

Mr. Drummond: Did you ever ask him to forgive you?

Witness: No, nothing at all. I have not done anything wrong, why should I ask him to forgive me?

Mr. Drummond: Did the plaintiff tell you that you had done anything wrong?

Witness: He did not say a word.

Mr. Francis then cross-examined witness on the evidence.

Witness said that between the date of the letter and when he left the Colony, he went to see the plaintiff three times.

Mr. Francis: Did you read the letter yourself or was it read to you?

Witness: I did not read it nor did anybody read it to me.

In answer to a question by Mr. Francis as to his second visit, witness said: I went in with Mr. Potts. When I went in, Mr. Potts said "Why did you bring that d— fellow here. You know I hate him." I said "I did not know you hated him."

His Lordship: Then he meant Mr. Potts?

Witness: Yes.

Mr. Francis: Poor Mr. Potts!

Mr. Drummond: Did the plaintiff ever warn you before you left that you were concerned in the matter?

Witness: He never said anything. If I knew it I would not have gone. I could have remained for fifteen days or one month because I was not in a hurry and was not obliged to go.

Witness then produced the accounts with Mr. Pollishwalla in October, November, December, 1896 and January and February, 1897.

Mr. Drummond: In each of these months had Mr. Pollishwalla a credit balance?

Witness: Yes.

Mr. Drummond: And in the end of the year he also had a credit balance.

Witness: Yes.

In answer to another question witness said that some of their clients had sufficient margins, some had little margins, some had no margins and some had less than a margin. He had a list of names of such persons and he had no objection to show it to His Lordship and to Mr. Francis and to the gentlemen of the jury. He only objected to it being published.

Mr. Francis objected to it as being irrelevant.

Mr. Drummond considered this a very important piece of evidence. He said that the other side had impeached Mr. Pollishwalla and it was essential that it should be produced.

His Lordship, after hearing arguments from both sides, decided that it could be produced but reminded Mr. Drummond that if he wanted to suppress the publication he had to obtain the consent of the other side.

Mr. Francis objected to it being put in and not published.

Mr. Drummond said that the defendants considered that it would be a breach of their duty to their clients to publish their names to the world and therefore he could not produce them as Mr. Francis insisted on their publication.

This closed the re-examination of Mr. Kelly.

To His Lordship: For the last two years there has been a mutual settlement between Mr. Pollishwalla and the defendant firm.

The case was then, at 4.30 p.m., adjourned till 1.30 p.m. on Saturday next, the 19th inst.

FOOTBALL.

H.M.S. "POWERFUL" v. C. COMPANY, K.O.R.

These teams met on Saturday on the new Ground in the north of Kowloon, and the competition had though some time was played no decision was arrived at and the game ended in a draw of one goal each.

The company are to be congratulated, as it was popularly expected that the Powerful team would win fairly comfortably.

KOWLOON R.F.C. COMPANY, K.O.R.

This game came off on the military ground but owing to the Shield Tis on the neighbouring ground and the fact of its not being advertised there were very few spectators to witness it.

Kowloon were victorious, and the result was a 2-0 goal.

McSwayed which accumulated a rearrangement and somewhat disorganized the team. They had the benefit of a strong wind in the first half but for all that had hardly as much of the play as their opponents though they were really dangerous.

On changing ends Kowloon pressed for some time and managed to score. Wilson—doing the trick from half back, and though afterwards on a couple of occasions the soldiers were very near, this proved to be the only goal of the match.

The strong wind spoiled the game to some extent. It was well contested and a draw would have suited the play better.

ROYAL HONGKONG YACHT CLUB.

ROYAL ENGINEERS' PRIZE.

February 13th, 1898.

Starting at 2 p.m.

The course was from the Police Pier, Kowloon round Meyers buoy (port) Kowloon Rock (starboard) Meyers buoy and Channel Rocks (port) and back to the Police Pier, 8 1/2 miles.

The following boats started, with a fairly strong east wind.

Erica.....Mr. A. Denison Scratch, allowed

Maid Marian.....Mr. J. Hastings 1 min 21 sec

Phoebe.....Hon. F. H. May 3 21

Chanticleer.....Mr. G. Stewart 3 41

Meteor.....Mr. C. H. Kew 3 42

Ladybird.....Mr. C. D. Wilkinson 8 0

Dart.....Mr. Clark 8 7

Star.....Capt. Long 14 27

The Dart was the first to show in front crossing the bows of the whole fleet. Dart and Ladybird both had a red in the water the latter for it. By the time the boats were abreast of Kellott Island, Erica and Meteor had got into the leading positions, Maid Marian being next, and the A class boats were beginning to leave Dart and Ladybird a little. In the race across to Kowloon Rock the wind got harder, and Maid Marian closed up on Meteor and they rounded the rock close together. Erica had about a minute lead of the pair, and the rest of the fleet except Starbird, were not far behind. A blow up to the Channel Rocks and a quick run down brought the boats in the following order to the

FINISH.

Name time correct points

Erica.....3 38 21 3 38 21—third 1

Maid Marian.....3 40 50 3 39 29

Meteor.....3 41 20 3 38 38—first 10

Chanticleer.....3 43 9 3 38 35

Phoebe.....3 43 38 3 40 15

Dart.....3 45 38 3 37 41—second 4

Ladybird.....3 48 8 3 40 8

Starbird gave up.

This appears to have been the best handicap of the season the corrected time bringing many of the boats within a few seconds.

SAD OCCURRENCE AT SEA.

On the arrival of the G. M. S. *Darmstadt* to-day from Shanghai a very sad occurrence during the voyage was reported. Amongst the passengers was Capt. White, who at one time was Marine Superintendent for Messrs. Butterfield & Swire at Shanghai. There was nothing in his demeanour to indicate that he was in trouble or contemplated suicide, but at 7 o'clock on the night of the 12th inst. the passengers on the poop were horrified to see him jump over the rail right aft. An alarm was raised, the ship stopped and a boat was lowered. A careful search was made but no sign was seen of the unfortunate man and as it was quite dark at the time he was given up for lost. The deceased officer was well-known in Eastern shipping circles; he left Butterfield & Swire's employ about three years ago and had since been engaged in the West River and other trades. At one time he was an officer in the Orient Co.'s steamer *Ormus*. He was about 45 years of age and leaves a widow and family residing in Bedford, England.

THE GOSPEL OF HATRED.

(BY LUKE SHARP, IN THE "DETROIT FREE PRESS.")

The most successful agriculturist mentioned in the Bible is the man who sowed tares while his neighbor was asleep. The tares grew. Again in the parable of the sower we are told that some of the seed fell on good ground, but that the weeds sprang up and smothered the healthy plants.

The boy who was born the day I began writing for the *Free Press* is now a voter. You might think that the experience I gathered during that period of instructing the public would make me reasonably sure of things by this time, but such, alas, is not the case. I was sure that I knew pretty nearly everything when I began. I have a good doubt whether I know everything now. I am willing to sit at the feet of the boy, and learn, while the chances are that I would have paid little heed to his father as years ago.

I have always held the theory that if the two nations in the forefront of liberty and progress, the United States and Great Britain, could work together on a friendly basis, the results to civilization would be immense. Wherever either flag is planted, liberty flowers, and I don't think that can be said of any other nation. It is unnecessary to say anything, then, to hope for a good understanding between the two people? Whether it is or not, I think that never in this history was there such a chance of complete misunderstanding as at the present moment. Chauncey Dwyer in a recent interview states that during his last visit to England he was amazed at the entire change of public opinion as regards America that has taken place since he was across the ocean before. The unfriendly feeling towards the United States and towards everything American which had obtained in England for many years has undergone a thorough revolution. In this statement Mr. Dwyer confirms his reputation as a shrewd observer. What he says is true. I have on various occasions written for these columns in favour of the friendly feeling that England had for the U.S.A., and I regret to see a subject taken away from me. The cause of this change is not far to seek, and regarding this cause I will lay down two points, which, however a plain, commonplace man like myself, believe that someone will enlighten me.

I have lived for many years in the United States, and during that time no man has called me a liar or thief. There may have been many who thought I was both, but it was not considered etiquette to tell me so, and consequently I was not told. Such forbearance we consider gentlemanly, and life is the smoother in consequence. Now, why should we applaud as "vigorous" a politician highly placed in office who would call a friendly nation a thief and a liar? Why should the cloak of gentlemanliness slip from the shoulders of a politician when he has taken private life into the public service? That's just the number one.

I have known and dealt with many business men in the United States, and I cannot recall a single instance where I have been treated with discourtesy. If I imagined I had anything to complain of I was always met by the head of the firm in a conciliatory spirit, and the difficulty was patiently explained, or smoothed away, or amended. A good business man is at great pains to see that all his customers are well treated, and any clerk who acts contrary to his rule of conduct runs a serious and rapid downward slide. Why, then, should the chief clerk of a nation receive rapturous acclaim when he refuses the dignity of the best customer of that nation? I give it up, and that is point number two.

"I seem to be living in a world of illusions," said Mr. Labouchere in Parliament the other day, and I sympathize with him. Politics seem to me a region out of "Alice in Wonderland," where the rules of ordinary life and gentlemanly conduct do not apply. I can't understand why bad business is good politics.

Under a good politician winding up my newspaper career in a series of articles, in which I would make some endeavor to explain the misunderstood and reluctant Englishman to the rest of the world. I think I understand him perhaps as well as many of the men who are enlightening the public through the medium of the press in America, and I look on him with the impartial gaze of an outsider, being a Scotchman with American improvements. As a Scotchman I may modestly say that we met him at Bannockburn and he was ours. We have lived with him—and on him—ever since. We wish most of his books, we edit his newspapers, we run his steamships and build them, and we win his battles for him as we did at Waterloo. "The only thing wrong in Scotland," said Dr. Johnson, "is the road to England," and there spoke the envious, over-matched Englishman a well-remembered thoroughfare to it, and we sent our king down it on one occasion to "rule over the Englishman." Should said acquaintance be forgot? Not likely, at long as there is money in it. Will this be the case when the next trouble comes up between the two countries, for trouble is as certain as taxes? I think not. Mr. Sherman's dispatch on the sealing question struck dumb all the numerous friends of America on the English press. Since Mr. Cleveland's message there has

been a new factor in English journalism: a factor which must in future be reckoned with. This is the *Daily Mail*, a one-cent morning paper, run, as one might say, on the wireless plan. It is bright and enterprising, and has an amount of money behind it; money that it does not need because of its own success. When anything particularly nasty is said about England in the American papers, the *Mail* has it cabled over with a ship-horah, and the average Englishman is finding out for the first time what the States is actually saying about him. Heretofore, when a few of these pleasant things strayed across, it was taken for granted that they did not represent the opinion of that much-talked-of individual, "the best American." Now it has come to be believed that if the best American in the States is not in it, it is not included in the subscription list of the New York *Evening Post*, has no political influence, and is entirely a negligible quantity. Two instantaneous success of the *Daily Mail* is bound to have its effect on the more conservative papers, and this effect it is likely to tend towards a further lying down on the part of Britain.

A new editor has come to the *Morning Post*, the great fashionable and conservative daily. He is a strong man, needless to say, Scotchman, who is outspokenly anti-American. James Nichol Dunn won his spurs on the Edinburgh *Scotsman*, the noted paper of the north. With the poet Henry he founded the *Scots Observer*, probably in its time the most bitter and the most talented paper ever issued in Britain. Every member of its staff has since become famous as a writer. It published the first of Rudyard Kipling's verses in England. J. M. Barrie wrote for it. Arthur Morrison contributed to it "Tales of Mean Streets." Stevens, who did "The Land of the Dollar" for the *Daily Mail* last presidential election, was brought up on it. Whistler wrote barbed letters for it. The poem by its editor, W. E. Henley, began—

"Out of the dark that covers me,
Black as the Pit from pole to pole,
I thank whatever gods may be
For my unconquerable soul."
In the full clutch of circumstance
I have not wavered or cried aloud,
Under the bludgeonings of chance
My head is bloody but unbowed.

may be taken as indicating the spirit of the young lions of the *Scots Observer*. The pace was too hot to last, and when the *S.O.* changed its name to the *National Observer* and came to London, it failed practically, and Mr. Dunn joined the staff of the *Poll Mall Gazette*. Later he became editor of *Black and White* and brought that paper from failure to success. Early last year he was made editor of the *Morning Post*, one of the best positions a journalist can attain in England.

The Sherman message gave him his chance, and an editorial which said it was evident that Great Britain would have to fight for her existence against the United States, which seemed resolved to fasten a quarrel upon the old country, rang through the land and was quoted all over Europe. In discussing this engrossing question with Mr. Dunn, he said to me: "If we are to be thrashed, let us be thrashed; but we are tired of this eternal nagging."

This letter represented what the average man in the street is thinking, and so the *Morning Post* is increasing in power and circulation. Every day there is a column or more of letters, generally expressing the rising bitterness against America, although the editors print those on the other side as well. James McNeill Whistler is the latest contributor to the discussion, who shows that an F.V.V. of Virginia is more of a gentleman than any nobleman they have in England, and the editors give him the widest of all the honors of double-headed type on the principal page of the paper, where letters are not usually printed so Mr. Dunn cannot be accused of not giving both sides a show. Meanwhile the *Daily Mail* prints pleasant peace-producing items like the following:

John Bull gets angry, but when it comes to fighting a fellow of his own size, he exclaims: "Let it be done by any hands but ours."—*San Francisco Chronicle*.

Whenever Great Britain wishes a row with us she can have it. We are quite ready to annex the Klondike country, and all the Canadian accessories. —*San Francisco Call*.

And thus the gospel of hatred is promulgated, and the work of the devil is done much more satisfactorily than Satan could do himself. Some curiously erroneous notions are abroad in America regarding all this. The Englishman is hated, while the Irish and Scotch are looked upon as passably decent fellows. Now the Englishman is a peaceable man, who loves to make money. Mr. Mastinburg, editor of the *Daily Chronicle*, who stands for America through thick and thin, is an Englishman to the backbone. Mr. Dunn, whose voice is for war, is a Scotchman, and the editor of the next most anti-American paper is an Irishman. These are the men you have to account with in war and in journalism. The Englishman doesn't fight; he gets other people to fight for him in the most marvellous way, doing a bit of leading and doing it remarkably well. It is the Egyptian soldiers who are his moment doing his fighting in the Sudan. It is the Mohammedan who, at the behest, is fighting the Mohammedan of the hills of India. It is the Irishmen, the Scotch Highlanders, the Gookish and the Sikhs whom America will have to cut to pieces before the British empire is dissolved.

NOTANDA.

CALENDAR.

Meteorological means based on ten years' observations to 1895.

Barometer.....32.141

Thermometer.....57.3

Humidity.....79.6

Rainfall.....1.76

TO-DAY.

WEATHER REPORT.

On date at On date at

Barometer.....29.99 29.85

Thermometer.....66 78

Humidity.....66 78

Rainfall..........

TO-DAY.

Monday, 14th February, 1898.

(St. Valentine, Old Candlemas).

Chinese—14th day of 1st moon of 8th year of Kwong-shi.

Jewish—14th day of 1st moon of 5658.

Mohammedan—14th day of 1st moon of 1218.

Sun—Rises.....8hr. 20min.

Sets.....8hr. 39min.

Moon—Last Quarter 8hr. 15min. a.m.

High water—Morning.....8hr. 15min.

Afternoon.....8hr. 15min.

Low water—Morning.....8hr. 15min.

Afternoon.....8hr. 15min.

TO-MORROW.

Tuesday, 15th February, 1898.

Chinese—15th day of 1st moon of 8th year of Kwong-shi.

Jewish—15th day of 1st moon of 5658.

Mohammedan—15th day of 1st moon of 1218.

Sun—Rises.....8hr. 20min.

Sets.....8hr. 39min.

Moon—Last Quarter 8hr. 15min. a.m.

High water—Morning.....8hr. 15min.

Afternoon.....8hr. 15min.

Low water—Morning.....8hr. 15min.

Afternoon.....8hr. 15min.

MEMORANDA.

TO-MORROW, 15th February.

Indian mail due.

Noon—Hongkong Races—first day.

WEDNESDAY, 16th February.

French mail due.

10.45 a.m.—Canadian mail closes.

Noon—*Empress of India* sails for Vancouver.

Noon—Hongkong Races—second day.

THURSDAY, 17th February.

Australian mail due.

Noon—Hongkong Races—third day.

FRIDAY, 18th February.

10 a.m.—Criminal session.

Old-day races.

SATURDAY, 19th February.

11 a.m.—English mail closes.

Noon—*Ganges* sails for Europe.

9 p.m.—*Baywater* and *A. D. C.* at Theatre Royal, City Hall.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Indian (*Ararat*) 10-morrow.

French (*Oceanic*) 16th inst.

Australian (*Titanic*) 17th inst.

Tacoma (*Olympia*) 17th inst.

Australian (*Tokio Maru*) 18th inst.

Canadian (*Empress of Japan*) 21st inst.

American (*Peru*) 21st inst.

American (*Coptic*) 21st inst.

THE N. P. S. Co.'s steamer *Tacoma* sailed from Yokohama for Tacoma on the 12th inst.

WE are informed by the Agent of the Messageries Maritimes Co. that the steamer *Oceanic*, with the next French mail, left Saigon for this port at 5 a.m. yesterday.

THE Agents (Messrs. Dowell, Carill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Clyde* has arrived at Yokohama from Portland.

THE Nippon Yusen Kaisha's steamer *Kamamura Maru* (Europe Line) left Simonski for this port yesterday at 4 noon, and is expected to arrive here on the 17th inst.

SHIPPING RETURNS.

From 6 p.m. Saturday to 5 p.m. to-day.

ARRIVALS.

Belge.....steamer, from S. Francisco

Flamingo....." " " "

Holm....." " " "

Holm....." " " "

Leopold....." " " "

Nagasaki....." " " "

Wuyuan....." " " "

Polymerus....." " " "

Longmoon....." " " "

Holm....." " " "

Holm....." " " "

Holm....." " " "

Holm....." " " "

Holm....." " " "

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Holm....." " " "

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Holm....." " " "

Holm....." " " "

Holm....." " " "

Holm....." " " "

Holm....." " " "

Holm....." " " "

Holm....." " " "

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IZUMI MARU R. Nishino	Kobe and YOKOHAMA	THURSDAY, 17th February, at 4 P.M.
KANAKURA MARU N. Tani	MARSEILLES, LONDON, and ANT- WERP, via SINGAPORE (Transship- ping Cargo for JAPA. PORTS), PENANG, COLOMBO and PORT SAID	THURSDAY, 17th February, at 4 P.M.
SAGAMI MARU T. Mami	SHANGHAI, JINSEN, SHIMO- NOSEKI and KOBE	FRIDAY, 18th February, at 4 P.M.
TOKIO MARU E. W. Haswell	NAGASAKI, KOBE and YOKO- HAMA	MONDAY, 21st February, at 4 P.M.
MATSUMOTO MARU J. Nirel	BOMBAY, via SINGAPORE (Transship- ping Cargo for JAPA. PORTS), and COLOMBO	TUESDAY, 22nd February, at Noon.
OMI MARU C. Young	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th February, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 9th February, 1898.

TEETHING BABIES

need lime for the teeth. All children need lime for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough lime. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich food and healthy flesh. It has a remarkable effect on babies and children, inducing a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in a form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co, Hongkong

THE MICASTOS FACTORY.

Mr. C. HOLDSWORTH,
Superintendent at Works,
Sanktlaus Road,
Hongkong.

THE GENERAL MANAGERS are prepared to enter into contracts for covering boilers and steam pipes with either Mica or Asbestos Compositions at the following quotations:—
55 cts. per superficial square foot for boilers.
65 " " " " steam pipes.

Exposed Steam Pipes needing extra wrapping and Canvas and tar dressing will be treated with the above Compositions at \$1.05 per superficial square foot.

A Stock of the Compositions is kept ready for sale packed in 6 cwt. casks. Price for ton lots \$100 per ton F.O.B. or in smaller quantities at \$6 per cwt. F.O.B.

All works will be under the personal supervision of Mr. Holdsworth and all orders must be sent through the undersigned.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 11th February, 1898.

Consignees.

"RICKMERS" REGULAR LINE OF
STEAMERS.NOTICE TO CONSIGNEES.
FROM HAMBURG.

THE Company's Chartered Steamship

"OBI"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 25th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant will be subject to rent.

Bills of Lading will be countersigned by ARNHOLD, KARBURG & Co., Agents.

Hongkong, 11th February, 1898.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
FROM GLASGOW LIVERPOOL AND
SINGAPORE.

THE Company's Steamship

"OORACK"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 18th instant or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, the 18th instant, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 11th February, 1898.

Entertainment.

THEATRE ROYAL,
CITY HALL.THE HONGKONG
AMATEUR DRAMATIC CLUBWILL GIVE TWO PERFORMANCES OF
"THE DUCHESS OF BAYSWATER & CO."

"A PANTOMIME REHEARSAL,"

on

SATURDAY, the 19th February, 1898,

and

MONDAY, the 21st February, 1898,

Performance each night at 9 P.M. precisely.

PRICES: \$1, \$2, & \$3

Half price to the 1st for Soldiers, Sailors, and

Police in Uniform.

SEATS can be booked at the THEATRE on

and after MONDAY, the 14th February.

Booking Office open from 10 A.M. to 4 P.M.

(On Race Days the Office will CLOSE at 2 P.M.)

Late Trains quarter of an hour after fall of

curtain.

E. W. MITCHELL,
Hon. Secretary.

Hongkong, 5th February, 1898.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"

Captain Hall, will be despatched for the

above Ports TO-MORROW, the 15th instant,

at Daylight.

For Freight or Passage apply to

DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 14th February, 1898.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, via STRAITS AND
COLOMBO.

(Taking Cargo at through rates for

LIVERPOOL, GLASGOW, CONTINENTAL PORTS,
RIVER PLATE, &c.)

THE Company's Steamship

"PINGSUEY,"

Captain D. Davies, will be despatched as

above TO-MORROW, the 15th instant, at

Daylight.

To be followed by the Steamship

"NINGCHOW."

For Freight, &c., apply to

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 14th February, 1898.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
STRAITS, CEYLON, MEDITERRANEAN
PORTS, ANTWERP, BREMEN AND
HAMBURG.

THE Company's Extra Steamship

"DARMSTADT"

Captain A. von Colfen, will be despatched as

above TO-MORROW, the 15th instant, at Noon.

To be followed by the

"CRELD"

on or about the 15th of March, 1898.

For Freight or Passage, apply to

MELCHERS & Co.,
Agents.

Hongkong, 14th January, 1898.

CHINA NAVIGATION COMPANY,
LIMITED.FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Innes, will be despatched TO-

MORROW, the 15th instant, at 3 P.M.

The attention of Passengers is directed to the

Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the

Engines. A Refrigerating Chamber ensures the

Supply of Fresh Provisions during the entire

voyage.

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company

to and from AUSTRALIA are available for return

by the Steamers of the EASTERN AND AUSTRALIAN

S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th February, 1898.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN

GOVERNMENT.)

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
BOMBAY, KURRACHI, ADEN, MASSANA,
SUZ, PORT SAID, BRINDISI, VENICE,
FLORENCE, and TRIESTE.(Taking Cargo at through rates to CALCUTTA,
MADRAS, PERSIAN GULF, RED SEA, BLACK
SEA, LEVANT, ADRIATIC, and SOUTH
AFRICAN PORTS)

THE Company's Steamship

"AMPHITRITE,"

Captain G. Costanzo, will be despatched as above

on FRIDAY, the 18th instant, P.M.

Cargo will not be received on board after 3

P.M. prior to date of sailing.

For further information as to Passage and

Freight, apply to

SANDER & Co.,
Agents.

Hongkong, 14th February, 1898.

OCEAN STEAMSHIP COMPANY,
FOR LONDON, via SUZ CANAL.

THE Company's Steamship

"DIOWED,"

Captain Barlett, will be despatched as above

on SATURDAY, the 19th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th February, 1898.

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, via SUZ CANAL.

THE Company's Steamship

"CHAZEE,"

Captain Bailey will be despatched as above on

about the 25th February.

S.S. "FATHAN" about 20th March.

S.S. "LENNOX" 10th April.

S.S. "ENERGIA" 30th April.

For Freight or Passage, apply to

DODWELL, CARILL & Co.,
Agents.

Hongkong, 11th February, 1898.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AND
AMERICAN PORTS).

THE Steamship

"GANGES,"

Captain T. F. Crecy carrying Her Majesty's

Mails, will be despatched from this for

BOMBAY, &c., on SATURDAY, the 19th

February, at Noon, taking Passengers and Cargo

for the above Ports.

Silk and Valuables, all Cargo for France and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer proceed-

ing direct to Marseilles and London.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's Bills

of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 27th January, 1898.

NORTHERN PACIFIC

STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Victoria 1,367 1/2 Truebridge ... Feb. 22.

Olympia 1,691 1/2 T. H. Dobson ... Mar. 8.

Columbia 2,805 1/2 A. Gow ... April 5.

Tacoma 2,549 1/2 A. Dixon ... April 26.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION
COMPANY.

Dramar 3,601 E. Porter ... Mar. 15.

Mogul 3,354 W. H. Wright ... Mar. 29.

Argyll 2,997 W. Ward ... May 3.

THE attention of Passengers is directed to the

very cheap rates offered by this Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table.

DOCTOR AND STEWARDSS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on

the American Continent. Magnificent scenery

of the ROCKY AND CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route. Passen-

gers to EUROPE may proceed by one of the first

class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Ports on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific

Coast Points, and to Canadian and United

States Ports.

Consular Invoices of Goods for United States

Ports should be in quadruplicate; and one

copy must be sent forward by the steamer to

the Freight Agent, Tacoma, Wash., or Portland,

Or (whichever may be the destination of the

Steamer).

Parcels must be sent to our Office (with address

marked in full) by 5 P.M. on the day previous to

sailing.

For further information apply to

DODWELL, CARILL & Co.,
General Agents.

Hongkong, 11th February, 1898.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUZ,
PORT SAID, NABEUL, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen Tuesday ... 1st March.

Bayern Wednesday ... 30th March.

Prinz Heinrich Wednesday ... 27th April.

Preussen Wednesday ... 20th May.

Sachsen Wednesday ... 22nd June.

Bayern Wednesday ... 20th July.

Prinz Heinrich Wednesday ... 17th Aug.

Darmstadt Wednesday ... 14th Sept.

Preussen Wednesday ... 12th Oct.

Sachsen Wednesday ... 9th Nov.

Bayern Wednesday ... 7th Dec.

Prinz Heinrich Wednesday ... 4th Jan. '99.

ON TUESDAY, the 1st day of March,

1898, at 9 A.M., the Company's Steamship

"SACHSEN" Captain H. Supper, with

MAILS, PASSENGERS, SPECIE and CARGO,

will leave this Port as above, calling at NAPLES

and GENOA.

Shipping Orders will be granted till NOON on

SATURDAY, the 26th instant. Cargo and Specie

will be received on board until 5 P.M. on MONDAY

the 28th instant, and Parcels will be received at

the Agency's Office until NOON on MONDAY,

the 28th instant. Contents of Packages are required.

No Parcel Receipts will be signed for less than

\$2.50 and Parcels should not exceed Two Feet

Cubic in Measurement.

The Steamer has splendid Accommodation

and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to